BookletChartTM

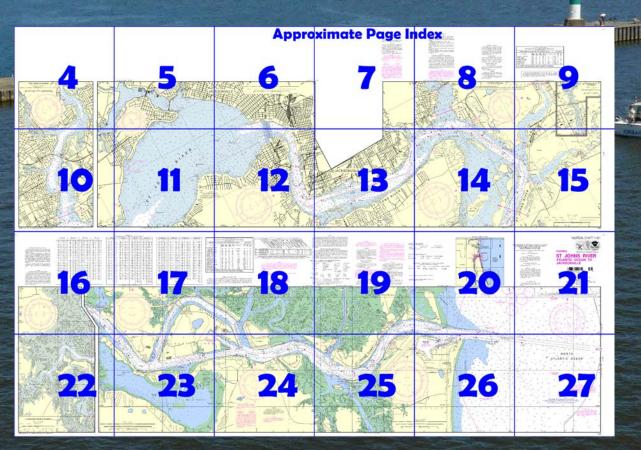


St. Johns River – Atlantic Ocean to Jacksonville NOAA Chart 11491

A reduced-scale NOAA nautical chart for small boaters When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the National Oceanic and Atmospheric Administration National Ocean Service Office of Coast Survey

<u>www.NauticalCharts.NOAA.gov</u> 888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart[™]?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11491



(Selected Excerpts from Coast Pilot)
Communications and areas of concern.—

The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents often set across the ends of the jetties. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. Low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes. (See Coast Pilot for further discussion).

Areas of particular concern.—Four areas in the St. Johns River are considered to be particularly troublesome. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on

VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. (See Coast Pilot for further discussion).

Intracoastal Waterway (30°23.1'N., 81°27.8'W.). This waterway is used extensively by tows, and its junction with the St. Johns River is subject to strong and unpredictable crosscurrents at various stages of the tide. The situation is further complicated by repair docks on the north side which may require speed reductions to reduce wake. (See Coast Pilot for further discussion).

Dames Point Turn (30°23.1'N., 81°33.6'W.). Navigation of this sharp turn is complicated by crosscurrents coming from the old channel behind Blount Island which tend to set a vessel deep into the bend on both the flood and ebb. In addition, the channel in this area is used as a turning basin for vessels using Blount Island terminal and the waterfront facilities in the old channel to the west of Blount Island.

Trout River Cut (30°23.3'N., 81°37.6'W.). This dredged channel extends through rock formations, and deep loaded vessels must exercise great care not to leave the channel in this area. Local knowledge is necessary to predict current effects as they tend to set across the channel on both the flood and ebb. Poor handling vessels should use an assist tug when transiting the area of Trout River Cut and Chaseville Turn to avoid being set on vessels transferring at the many oil terminals on the west bank of the river.

Commodore Point (30°19.1'N., 81°37.7'W.). The nearly 90-degree turn at Commodore Point is complicated by the Hart Bridge, with its piers located in the turn, as well as the Matthews Bridge just to the north. Poor handling vessels, or those whose engines are questionable for any reason, should use assist tugs to avoid being set on the support piers of either bridge.

Smaller vessels continuing up the river are advised that about 2 miles above Commodore Point, at a bend in the river at **Hendricks Point** (30°19.1'N., 81°39.8'W.), a series of four bridges is within a 0.7 mile reach. Mariners should ensure that they can clear the closed bridges or that they can navigate safely between the bridges when opening. There is limited stopping and turning room once committed to the transit of the area which is subject to strong currents in the constricted bend. The **tidal currents** are strong in St. Johns River as far as Jacksonville. The currents at the entrance between the jetties require special attention. The Bar Pilots report that 1 hour after the beginning of a blow from any direction from north through east to south, a very strong current sets with the wind across the end of the jetties, and the condition is usually dangerous; when such winds reach gale force, the positions of the buoys should not be relied upon as they may drag from station.

The velocity of the current between the jetties is 1.9 knots on the flood and 2.3 knots on the ebb; at Mayport, 2.2 knots on the flood and 3.1 knots on the ebb; at Mile Point, 2.7 miles above the mouth, about 2.8 knots. At downtown Jacksonville (Commodore Point), the velocity of current is about 1.0 knot; however, in 1967 a naval vessel reported being forced against the Acosta highway bridge by flood currents estimated to exceed 5 knots. Caution should be exercised in this area. The flood is increased by northeasterly and easterly winds and the ebb by southwesterly and westerly winds. (See the Tidal Current Tables for daily predictions)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami Commander

7th CG District (305) 415-6800 Miami, FL

2



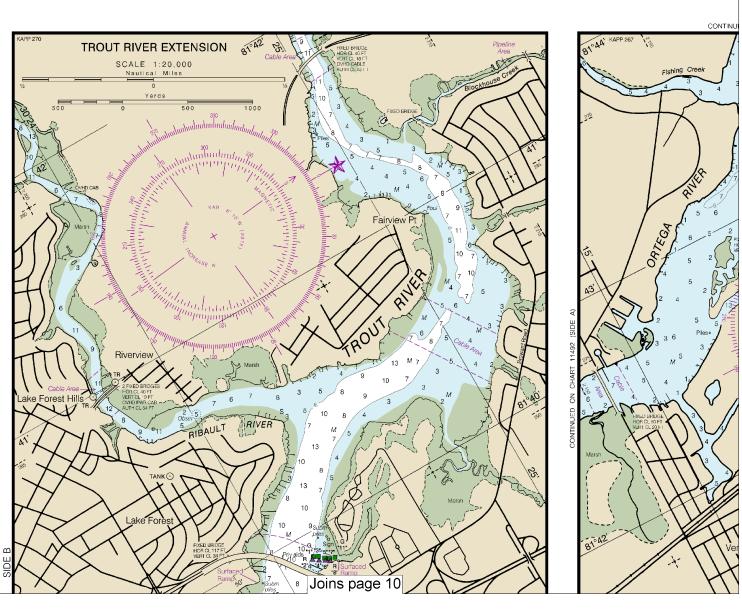
NOAA's navigation managers serve as ambassadors to the maritime community.

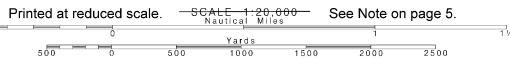
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

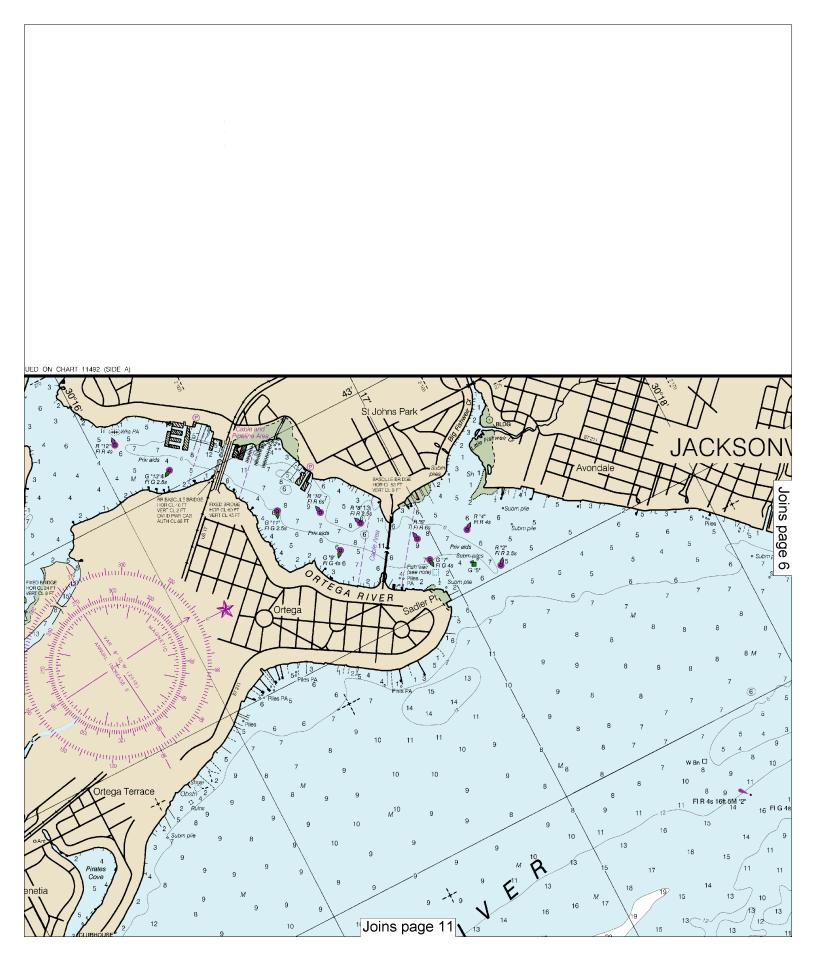
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*. To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

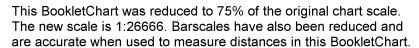
Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers



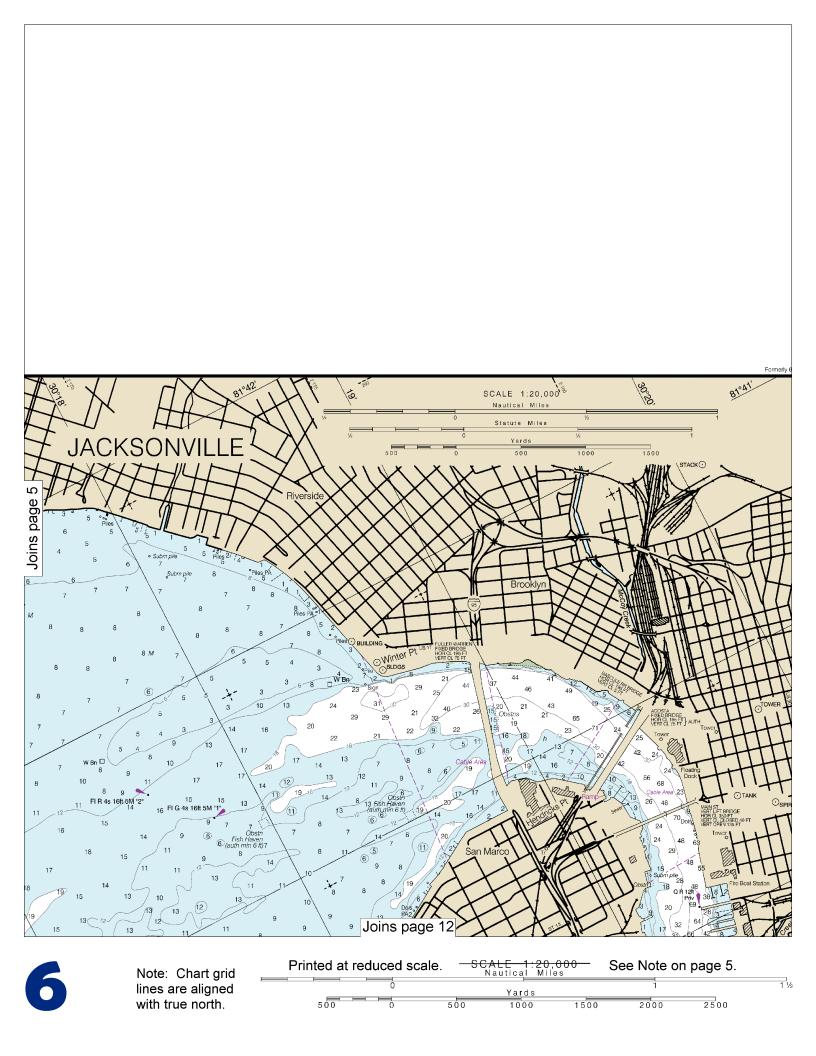












TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.noaa.gov. Annual predictions of the rise and fall of the tides are available in printed form from private sector

Pump-out facilities

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)				
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	
		feet	feet	feet	
Blount Island Bridge	(30°25'N/81°33'W)	3.8	3.6	0.1	
Dames Point	(30°23'N/81°34'W)	3.7	3.5	0.1	
Fulton	(30°23'N/81°30'W)	4.0	3.8	0.1	
Phoenix Park	(30°23'N/81°38'W)	2.8	2.6	0.1	
Jacksonville, Long Branch	(30°22'N/81°37'W)	2.7	2.6	0.1	
Ortega River entrance	(30°17'N/81°42'W)	1.3	1.2	0.1	
Piney Point	(30°14'N/81°40'W)	1.0	0.9	0.1	
Mayport (Bar Pilots Dock)	(30°24' N/81°26'W)	5.0	4.7	0.1	
Mayport Naval Station	(30°24'N/81°25'W)	5.2	4.9	0.1	
Jacksonville, Main Street Bridge	(30°19'N/81°40'W)	2.0	1.9	0.1	

tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National decospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with equil.

should be used with caution.
Station positions are shown thus:

(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

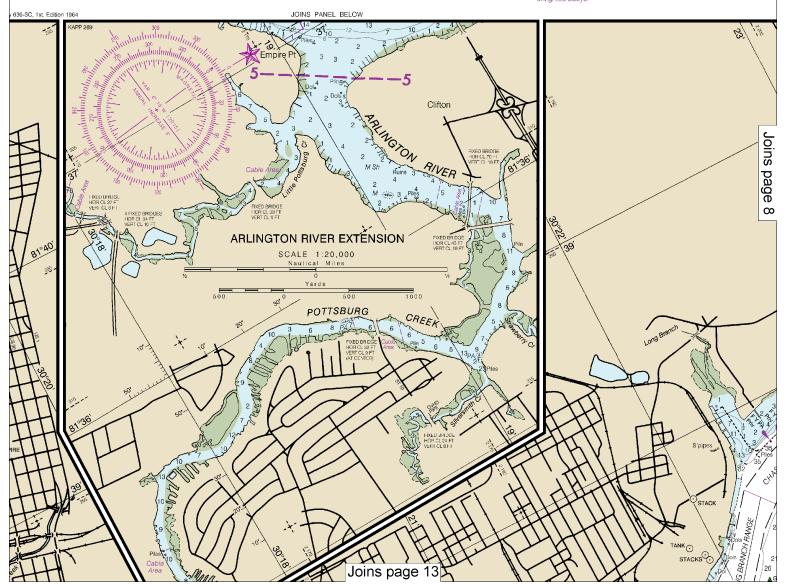
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

unlighted buoys.



or defects in aids to ted on this chart. See

wn by broken lines are ularly at the edges.

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n can be found in the it Lists and National gency Publication 117. bearings to commercial re subject to error and ition.

nown thus: (Approximate location)

IES AND CABLES

elines and submarine eline and cable areas

ubmarine pipelines and xist within the area of ine pipelines and subed to be buried, and buried may have should use extreme vessels in depths of draft in areas where nay exist, and when trawling. marked by lighted or

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most

cases. Motorboats must keep to the right in narrow channels when safe and practicable

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Eloxida.

Refer to charted regulation section numbers

HORIZONTAL DATUM

The horizontal reference datum of thi is North American Datum of 1983 (NAD 83) is Norm American Datum of 1993 (NAD 63) for charting purposes is considered equito the World Geodetic System 1994 (WC Geographic positions referred to the American Datum of 1927 must be correct average of 0.861 northward and 0.661 each to agree with this chart.

RACING BUOYS

Racing buoys within the limits of this are not shown hereon. Information nobtained from the U.S. Coast Guard E Offices as racing and other private but not all listed in the U.S. Coast Guard Lig

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State plane coordinat (East Zone) is indicated on this chart a foot intervals thus:

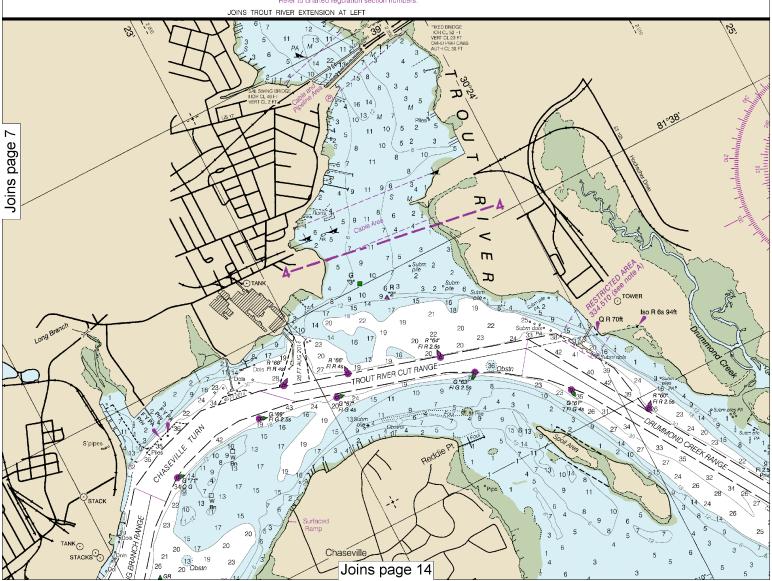
The last three digits are omitted.

CAUTION

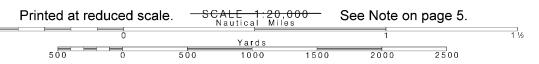
Small craft should stay clear of large mercial and government vessels even i

craft have the right-of-way.

All craft should avoid areas where t divers flag, a red square with a diagona stripe, is displayed.







his chart 33), which quivalent VGS 84). te North ected an eastward

nis chart may be I District uoys are ght List.

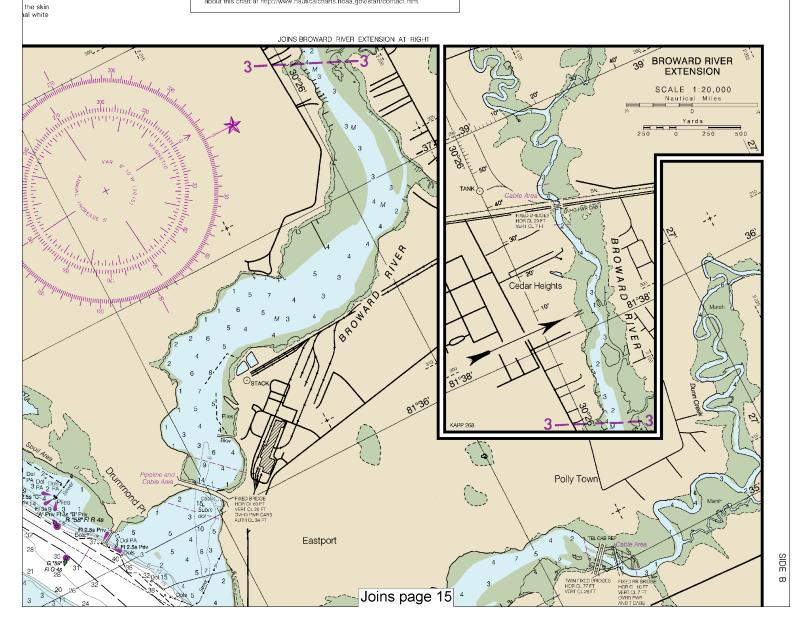
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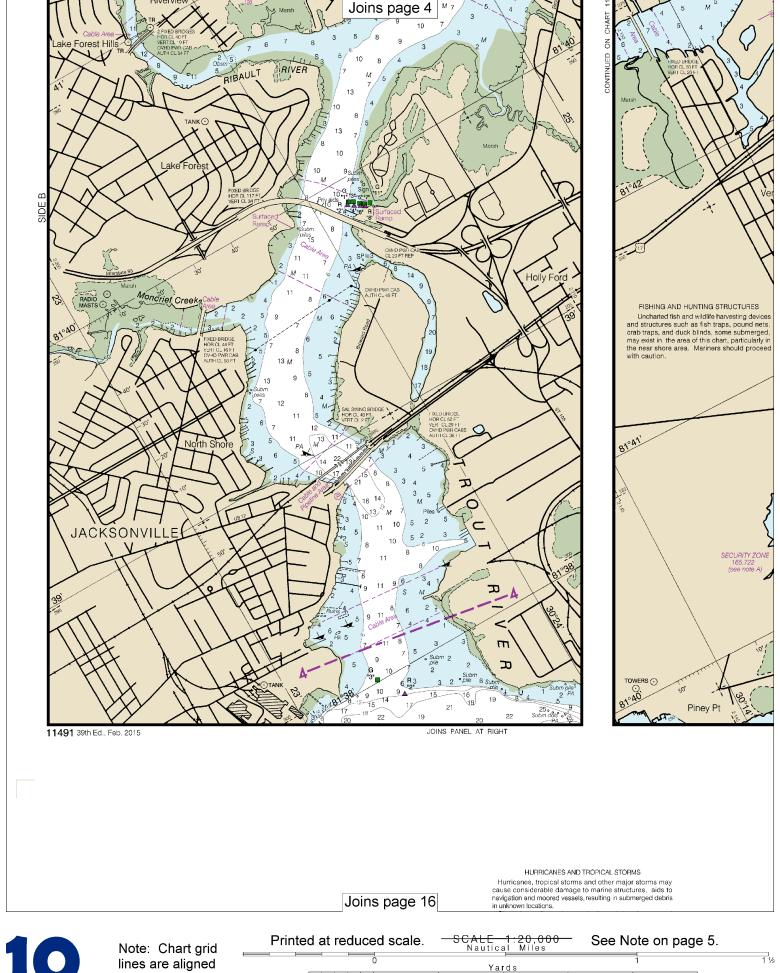
ge comn if small

ST. JOHNS RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015 AND SURVEYS TO MAR 2015 CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) PROJECT DIMENSIONS RIGHT RIGHT INSIDE GUTSIDE QUARTER QUARTE LENGTH (MILES) NAME OF CHANNEL QUARTER DAMES PT TURN THRU 37.2 40.4 41.5 39.4 3-15 525-1175 1.34 40 DAMES PI TION THOU QUARANTINE I. UPPER RANGE BRILLS CUT RANGE BROWARD POINT TURN DRUMMOND CREEK RANGE TROUT RIVER CUT RANGE CHASEVILLE TURN 38.4 28.6 36.5 40.9 41.7 40.5 40.8 42.3 40.9 41.4 42.0 37.7 41.7 36.9 3-15 3-15 3-15 1-15 1-15 425-600 600 400 400 39.7 39.4 39.6 1.11 0.74 0.76 38.8 34.5 41.8A 42.5 500-660 650 LONG BRANCH RANGE 33.3 19.8 38.0 27.8

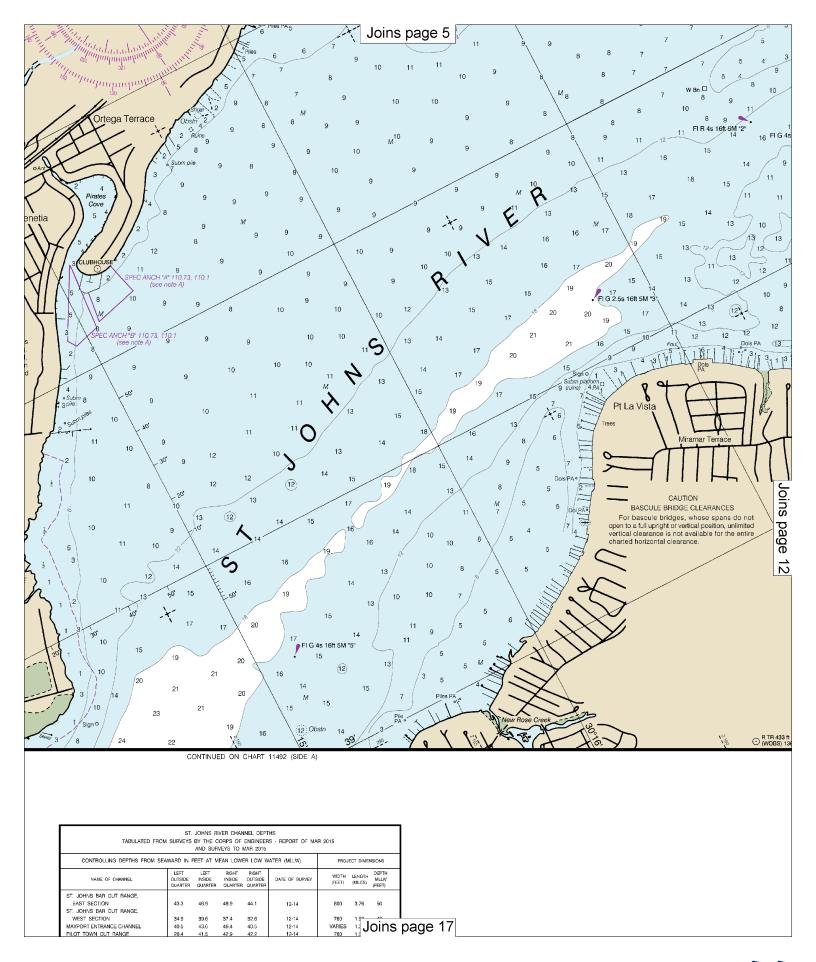
A EXCEPT FOR A 36 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 30°2337.11 N, 061°97'25.0" W
NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE WARK THE CONTENUE OF THE CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

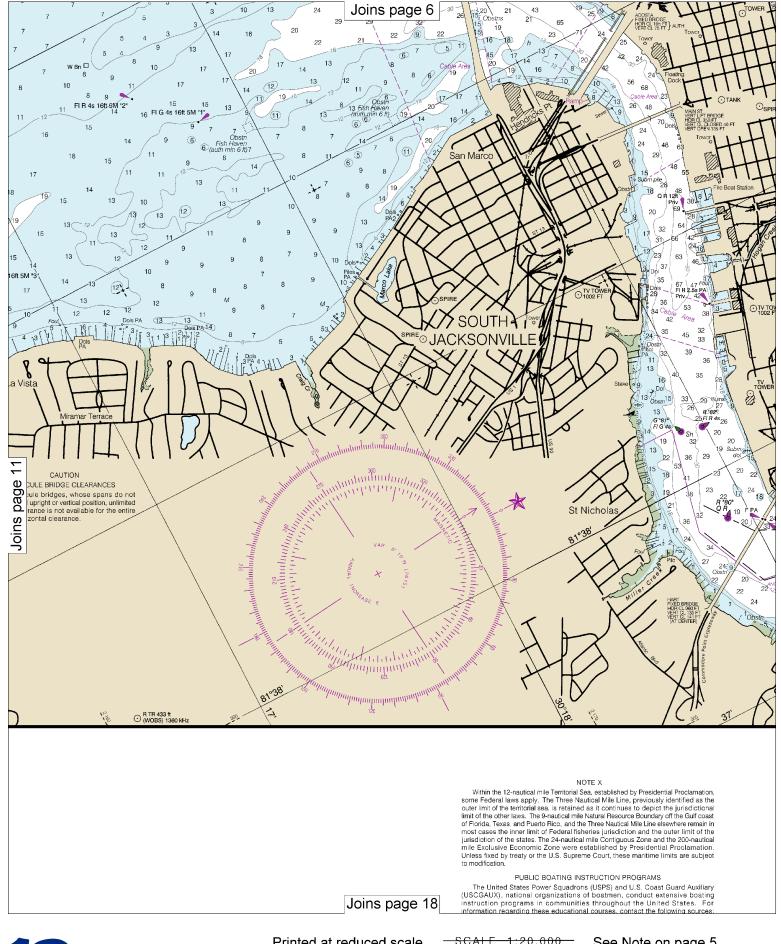
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

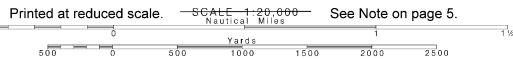


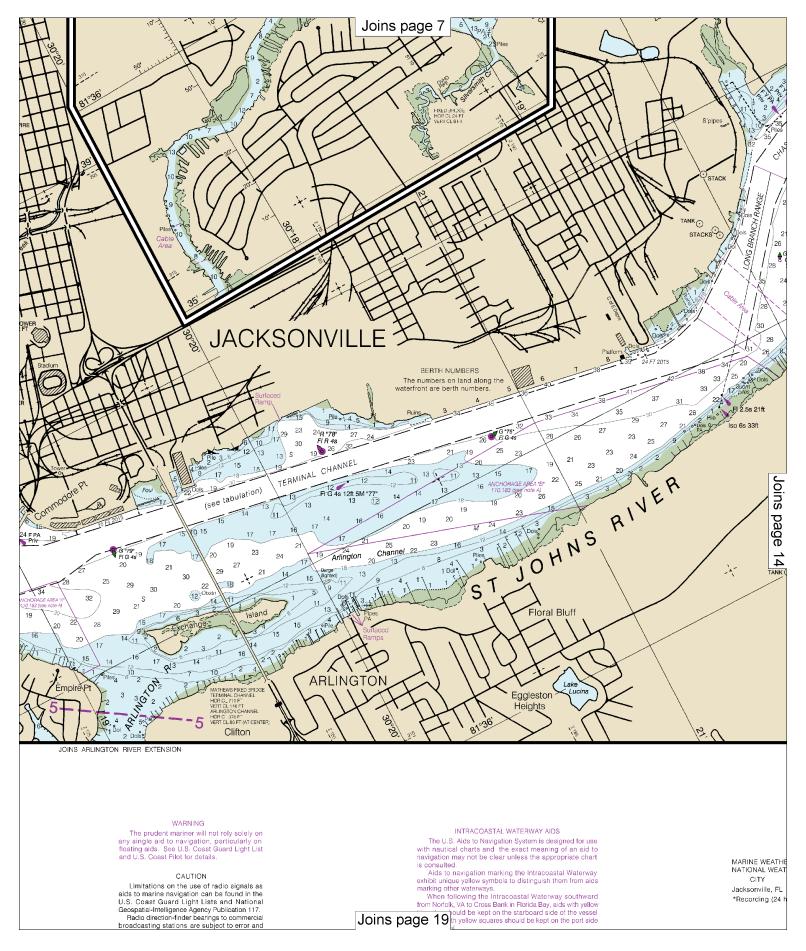


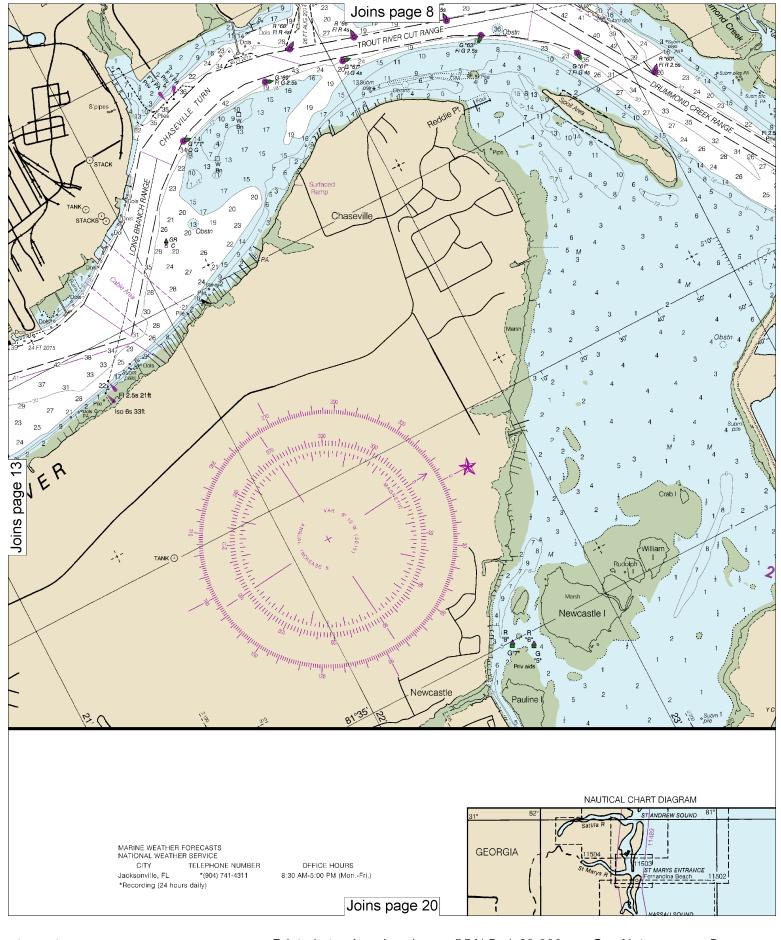
with true north.



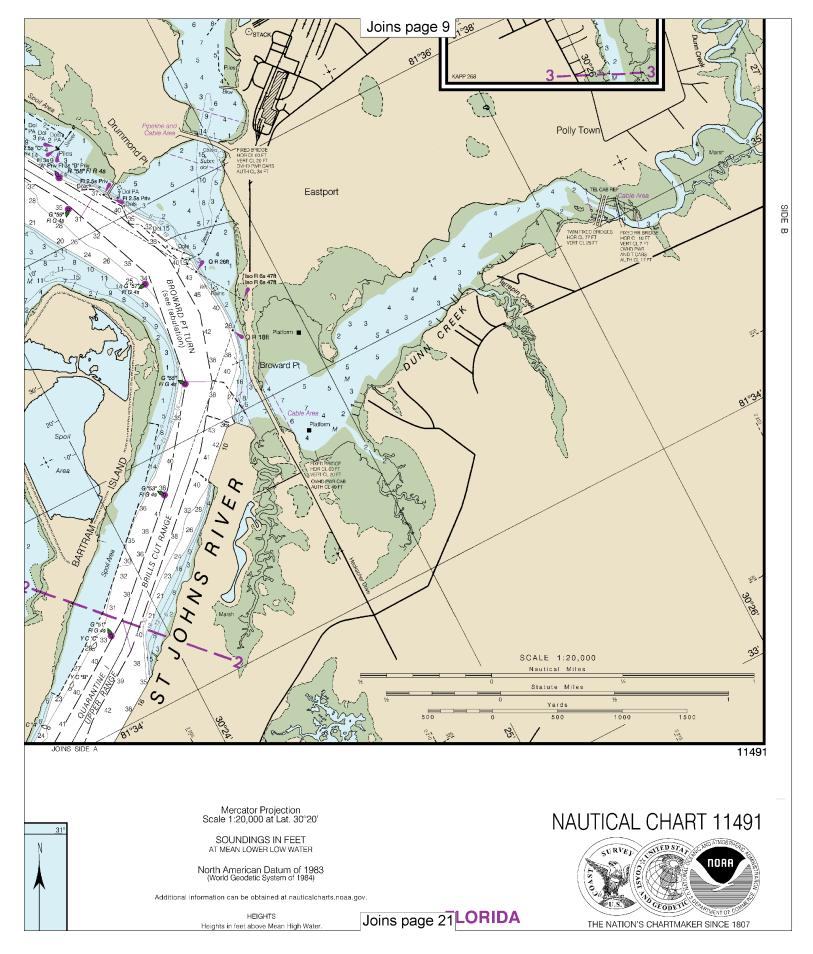




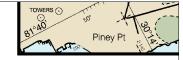








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11491 39th Ed., Feb. 2015 JOINS PANEL AT RIGHT

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

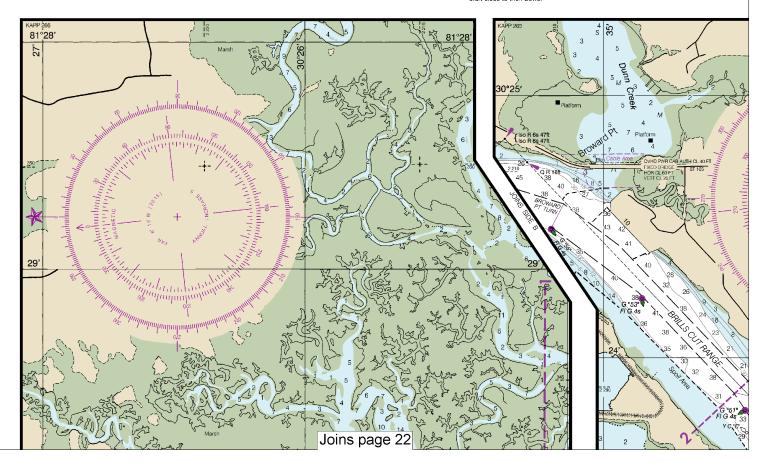
Charled soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard

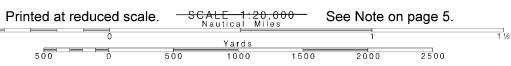
CAUTION

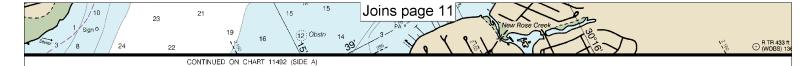
WARNINGS CONCERNING LARGE VESSELS

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TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015 AND SURVEYS TO MAR 2015									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)	
ST. JOHNS BAR CUT RANGE,									
EAST SECTION	43.3	46.9	48.9	44.1	12-14	800	3.76	50	
ST. JOHNS BAR CUT RANGE,									
WEST SECTION	34.9	39.6	37.4	32.6	12-14	760	1.92	40	
MAYPORT ENTRANCE CHANNEL	40.5	43.0	46.4	40.5	12-14	VARIES	1.30	50	
PILOT TOWN CUT RANGE	26.4	41.5	42.9	42.2	12-14	760	1.02	40	
MAYPORT CUT RANGE	41.3	42.7	42.5	42.2	12-14	700	0.53	40	
SHERMAN CUT RANGE	43.4	43.3	42.7	34.2	12-14	625	0.47	40	
MILE POINT LOWER RANGE									
AND TURN	38.9	41.0	38.4	30.4	12-14	625	0.82	40	
TRAINING WALL REACH	41.1	41.1	40.6	36.9	12-14	475-625	1.49	40	
SHORT CUT TURN	38.3	41.6	42.4	41.8	12-14	575	0.56	40	
WHITE SHELLS CUT RANGE	37.7	40.9	41.0	42.3	12-14	450-600	0.80	40	
ST. JOHNS BLUFF REACH	39.6	42.2	39.0	37.4	12-14	600	0.90	40	
DAMES PTFULTON CUTOFF	31.7	39.9	40.2	39.6	2-15	475	2.89	40	
DAMES PT. TURN THRU QUARANTINE I. UPPER RANGE	37.2	40.4	41.5	39.4	3-15	525-1175	1.34	40	
BRILLS CUT RANGE	38.4	40.9	40.8	37.7	3-15	425-600	1.16	40	
BROWARD POINT TURN	28.6	41.7	42.3	41.7	3-15	600	0.92	40	
BLOUNT ISLAND CHANNEL	28.6	33.4	33.6	33.0	2-15	300	2.23	38	
BLOUNT ISLAND EAST CHANNEL	13.4	17.6	19.4	15.6	12-14	300	1.00	30	
BLOUNT ISLAND MARINE TERMINAL									
ENTRANCE CHANNEL	33.8	36.5	36.1	33.2	3-15	415	0.8	38	
BERTHS 1 & 2	28.6	32.0	31.6	23.6	3-15	572	0.2	38	

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Pump-out facilities

TIDAL INFORMATION

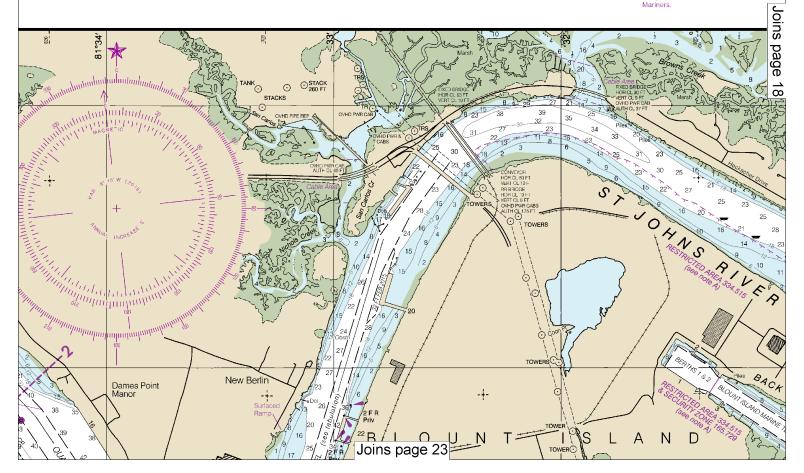
Near real time water level data, predictions and weather data are available via the Internet at http://tidesandcurrents.neaa.gov. Annua predictions of the rise and fall of the tides are available in printed form from private sector printers.

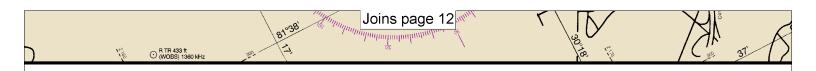
CAUTION

This chart has been corrected from the Notice to Mariner weekly by the National Geospatial-Intelligence Agency and th Mariners (LNM) issued periodically by each U.S. Coast Gua dates shown in the lower left hand corner. Chart updates correr Mariners published after the dates shown in the lower left hand cornauticalcharts.noaa.gov.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandin Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published perioc ically in the U.S. Coast Guard Local Notice t Mariners.





NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification. to modification.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources: USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, NC 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, DC 20593-0001.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.) Aids to Navigation (lights are white unless otherwise indicated):

AERO acronautical G green N nun IQ interrupted quick Rot rotating Al alternating B black iso isophase OBSC obscured s seconds LT HO lighthouse M nautical mile m minutes Oc occulting Or orange Q quick R red Bn beacon SEC sector C can
DIA diaphone
F fixed
FI flashing SEC sector
St M statute miles
VQ very quick
W white MICRO TR microwave tower Ra Ref radar reflector Mkr marker WHIS whistle Bottom characteristics: gy gray h hard M mud Oys oysters Rk rock S sand so soft Sh shells sy sticky Blds boulders Co coral bk broker Cy clay G gravel Grs grass AUTH authorized Subm submerged Obstn obstruction PD position doubtful ED existence doubtful PA position approximate Repreported
2.1. Wreek, rock, obstruction, or shoel swept clear to the depth indicates
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLPEGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus:

Pump-out facilities

TIDAL INFORMATION

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CAUTION

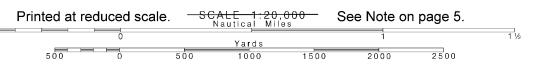
art has been corrected from the Notice to Mariners (NM) published ne National Gesspatial-Intelligence Agency and the Local Notice to NM) issued periodically by each U.S. Coast Guard district to the n in the lower left hand corner. Chart updates corrected from Notice to s.noaa.gov.

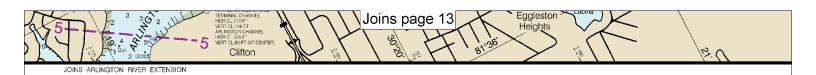
INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to

page Joins IVE Ceda 8 BACK RIVER Little Marsh I Joins page 24 FRANGE SHORT CUT

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatia-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial

broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

PLANE COORDINATE GRID (based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus:

The last three digits are omitted.

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart

navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow squapers should be kept on the starboard side of the vessel and aids with yellow squapers should be kept on the not side. and aids with vellow squares should be kept on the port side

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Small craft should stay clear of large com-mercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MARINE WEATHE NATIONAL WEAT CITY

Jacksonville, FL

*Recording (24 h

NOAA WEATHER

CITY

Jacksonville, FL

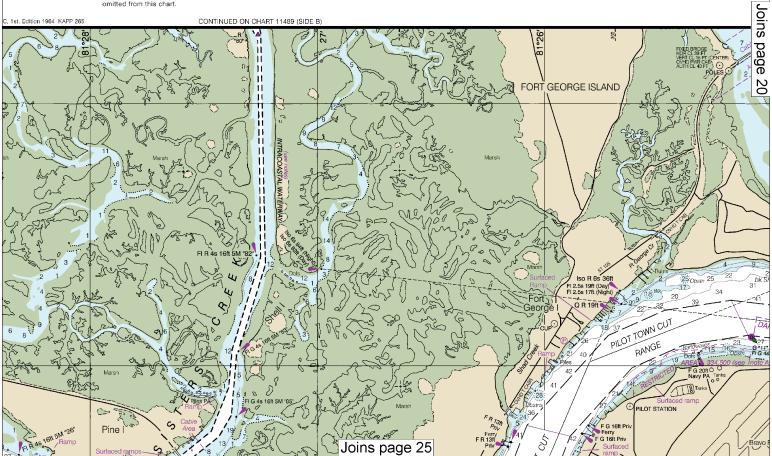
BROA

CITY

Mayport, FL

*Preceded by ar

Distress calls fo channel 16 (156)



MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE

 CITY
 TELEPHONE NUMBER
 OFFICE HOURS

 Jacksonville, FL
 *(904) 741-4311
 8:30 AM-5:00 PM (Mon.-Fri.)

 *Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

 CITY
 STATION
 FREQ. (MHz)
 BROADCAST TIMES

 Jacksonville, FL
 KHB-39
 162:550
 24 hours daily

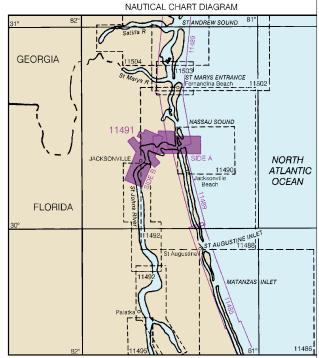
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

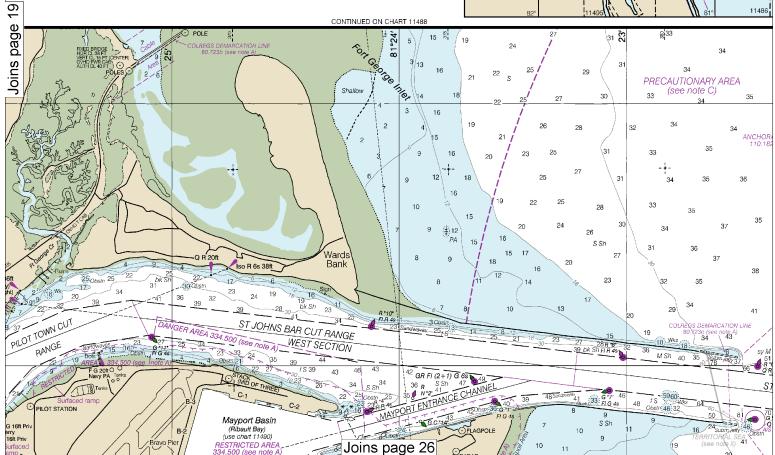
 CITY
 STATION
 FREQ.
 DAILY BROADCAST-EST
 SPECIAL WARNING

 Mayport, FL
 NMA-10
 2670 kHz 1:20 AM & PM 1:57:100 MHz 7:15 AM, 5:15 PM
 *On receipt *On receipt

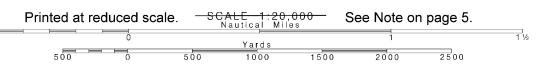
*Preceded by announcement on 2182 kHz / 156.800 MHz

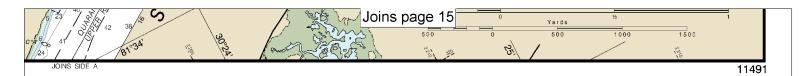
Distress calls for small craft are made on 2182 kHz or channel 16 (156.800 MHz) VHF.











Mercator Projection Scale 1:20,000 at Lat. 30°20'

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983 (World Geodetic System of 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.881" northward and 0.661" eastward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NAUTICAL CHART 11491

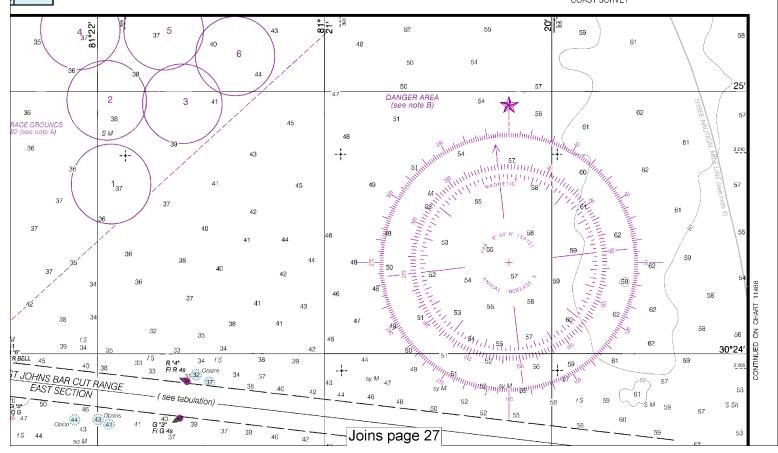


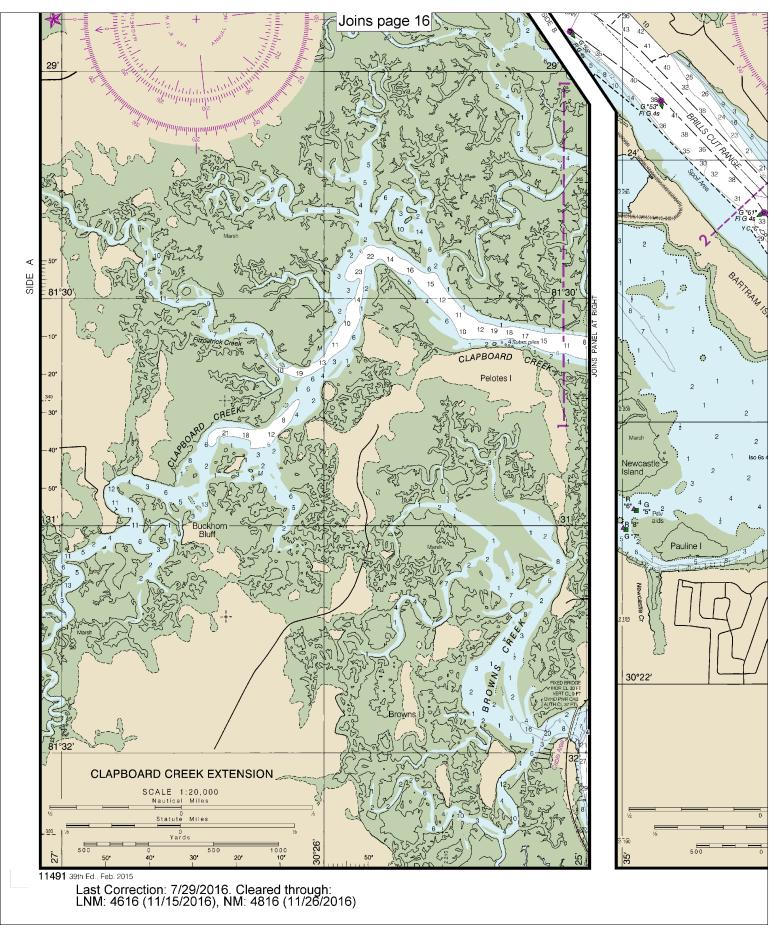
FLORIDA

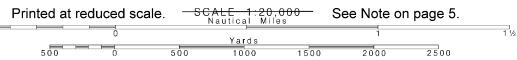
ST JOHNS RIVER ATLANTIC OCEAN TO **JACKSONVILLE**

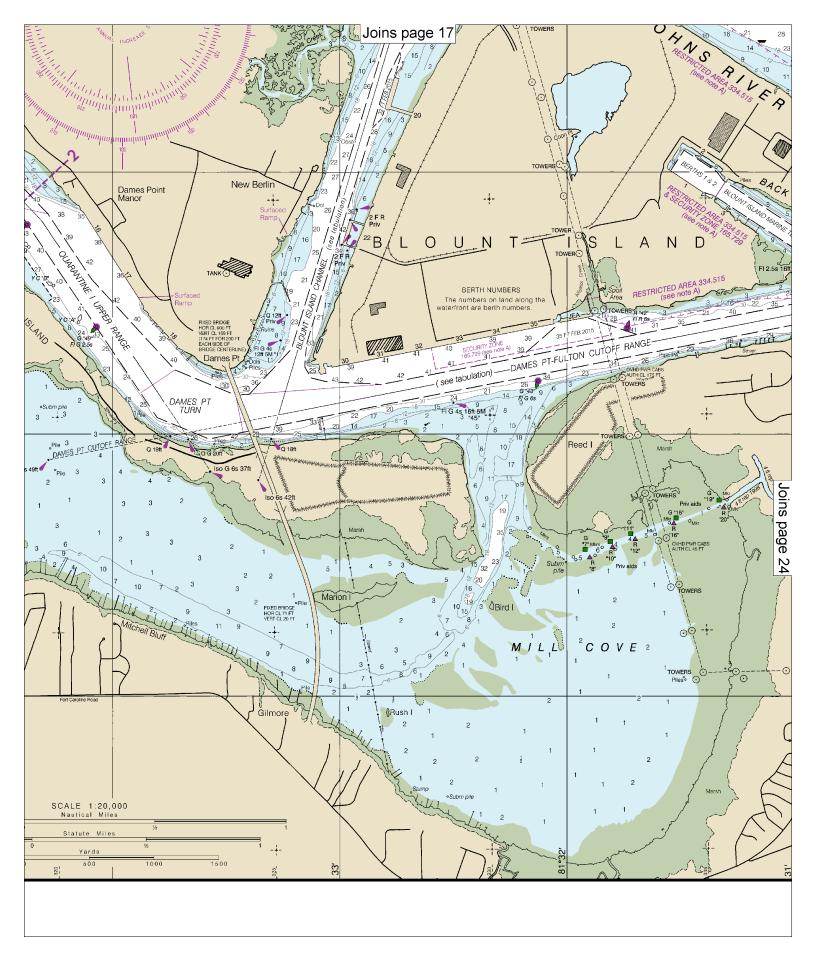
Chart 11491 39th Ed., Feb. 2015

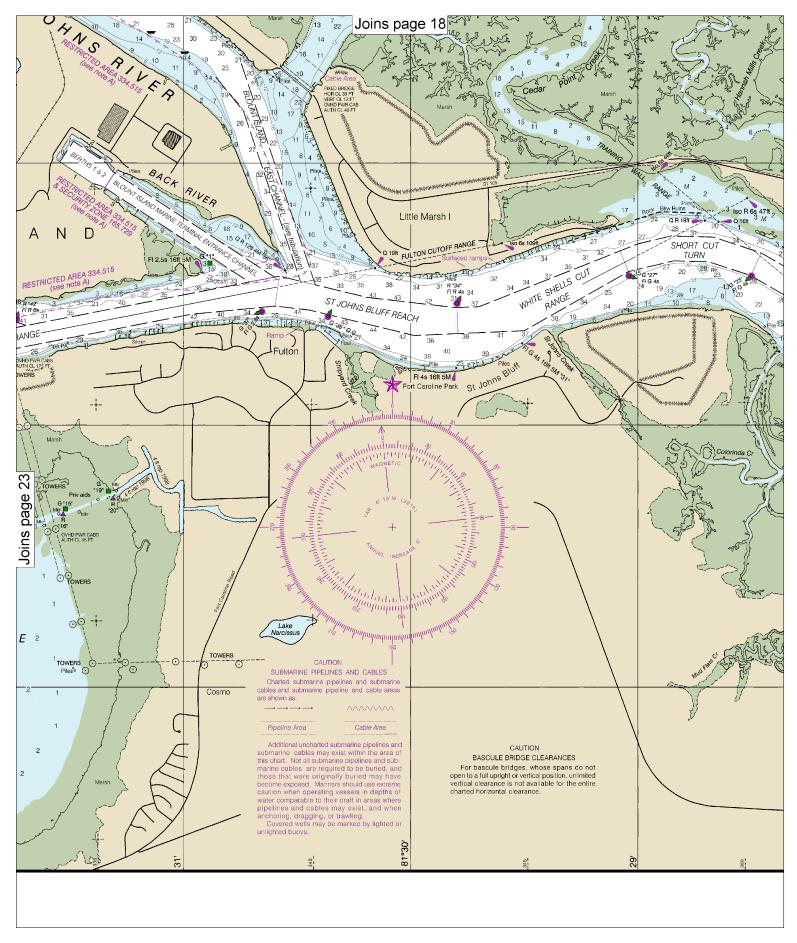
Published at Washington, D.C U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE COAST SURVEY

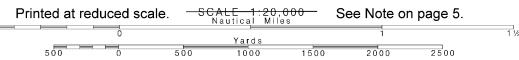


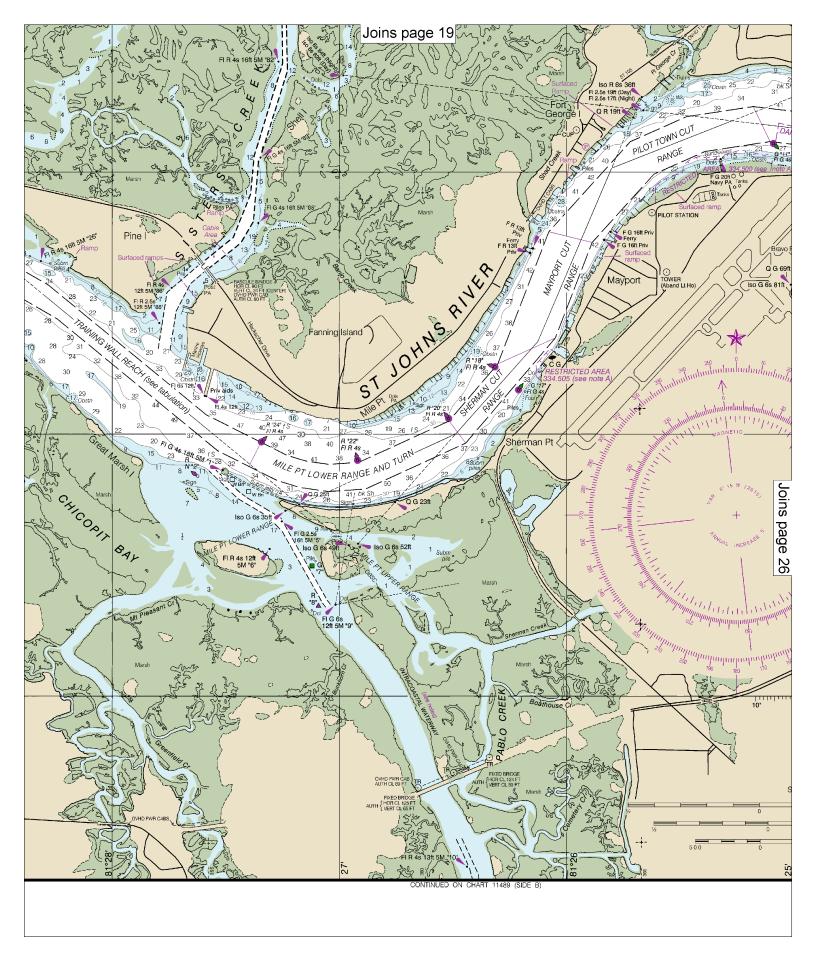


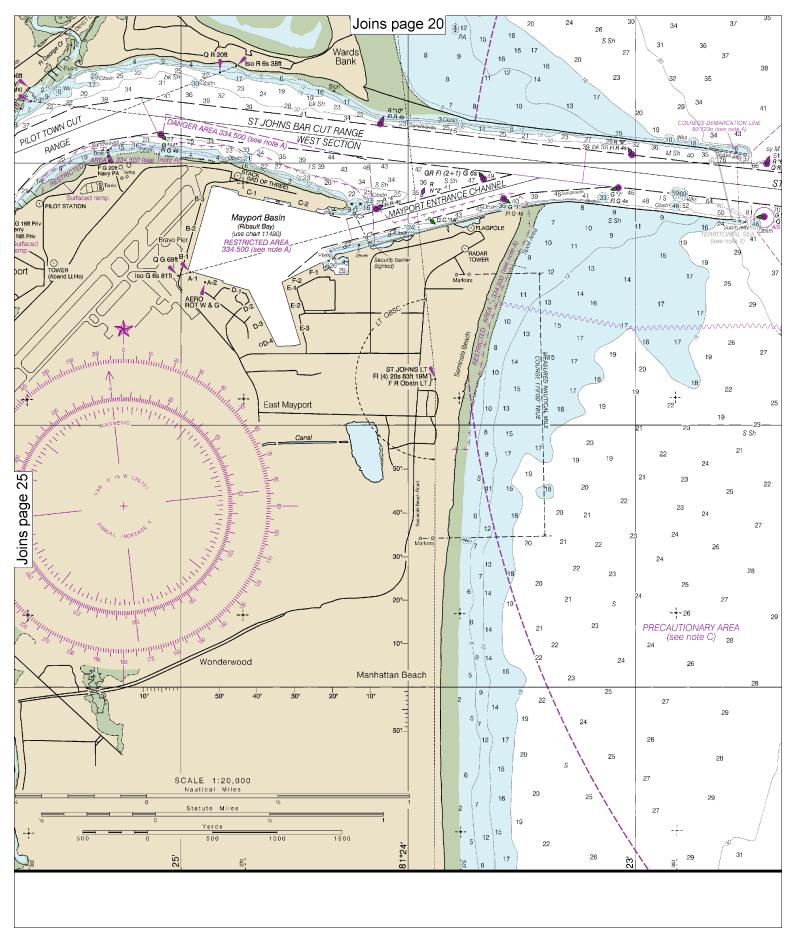




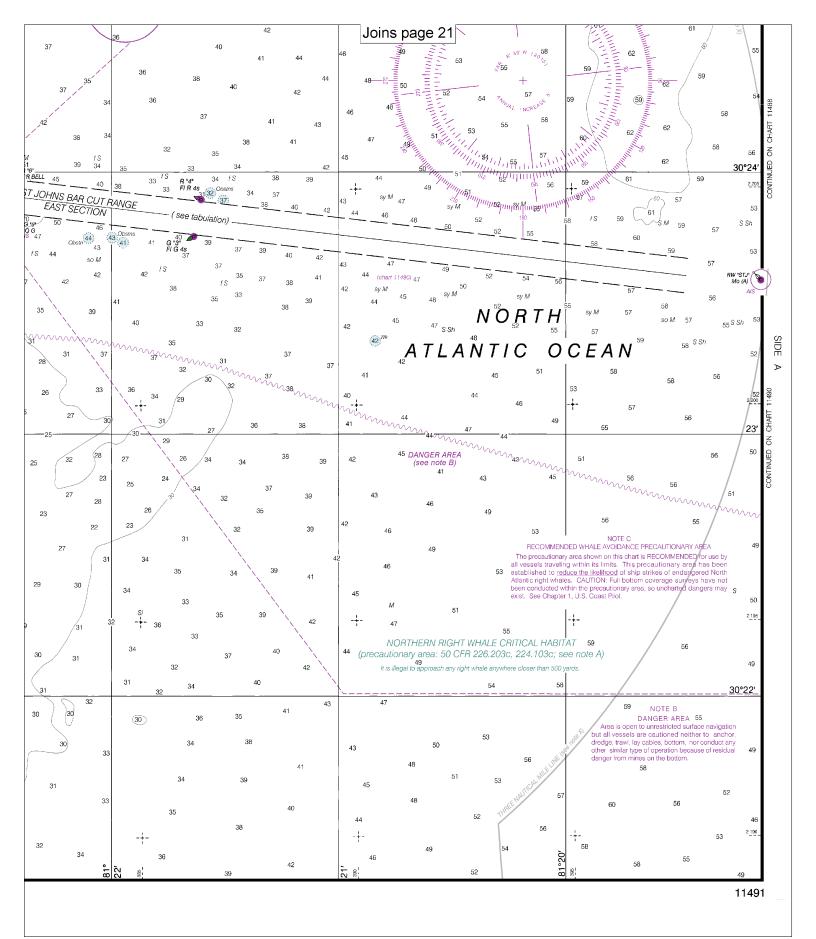














VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here. Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of

Emergency; Number of People on Board.

- · Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov

Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml

Report a chart discrepancy — http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx

Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs

Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

Tides and Currents — http://tidesandcurrents.noaa.gov

Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm

National Data Buoy Center — http://www.ndbc.noaa.gov/

NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/

National Weather Service — http://www.weather.gov/

National Hurrican Center — http://www.nhc.noaa.gov/

Pacific Tsunami Warning Center — http://ptwc.weather.gov/

Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.